



PRESS RELEASE

OMER BOARD OF DIRECTORS EXAMINED THE MANAGEMENT DATA OF THE FIRST QUARTER OF 2025

DOUBLE DIGIT REVENUES GROWTH THANKS TO INCREASING PRODUCTION VOLUMES

- Total consolidated revenues: **22.4 million Euro (up about 16% YoY)**
- EBITDA: **3.5 million Euro (-8% YoY)**
- Net Financial Position: **positive (cash) amounts to 18.8 million Euro** (positive equal to 19.9 million Euro as of December 31st 2024)
- Backlog: equal to **166 million Euro**, in line compared to December 31st 2024
- Soft Backlog: equal to **206 million Euro**

Milano, May 14th, 2025 – OMER S.p.A. (the “**Company**” or “**OMER**”, ISIN IT0005453748) – *a company active in the sector of components and interior furnishings for railway transport vehicles* – examined the management data relating to the first three months of 2025, not subject to legal audit.

Giuseppe Russello, Chairman and CEO of OMER, commented: *“We are satisfied with the first quarter of 2025 and the solid performance recorded, which marks a positive increase in production volumes. On the EBITDA side, compared to the same period of the previous financial year, we recorded a decrease that we believe to be temporary and partly linked to the development of the Orient Express La Dolce Vita project, the first train of which was completed during the 2nd quarter of 2025. We also highlight the ongoing commitment to investments aimed at expanding Plant B and streamlining production processes. We remain confident in our business model and the effectiveness of our strategies, always aimed at achieving sustainable growth”.*

Total consolidated revenues amounted to approximately **22.4 million Euro**, up **16%** (+3.1 million Euro) compared to the same period of 2024. The growth was driven mainly by an increase in production volumes of existing orders, including the production activities of the Orient Express La Dolce Vita project which began in the fourth quarter of 2024.

EBITDA stood at approximately **3.5 million Euro**, compared to a value of 3.8 million Euro in the same period of 2024 (with a reduction of approximately 0.3 million Euro, equal to -8%), with an **EBITDA margin** – the ratio between EBITDA and total consolidated revenues – equal to **15.7%**, down compared to the 20.0% recorded in the first three months of 2024. This result reflects a temporal misalignment between the incurring of costs and the accounting of the resulting turnover for the Orient Express La Dolce Vita project, for which the Company incurred a large part of the costs in the first quarter, but whose invoicing will be completed during the second quarter.



The Group's consolidated **Net Financial Position** is positive (cash) and equal to approximately **18.8 million Euro**, compared to a value of approximately 19.9 million Euro as of 31 December 2024. This value is slightly decreasing due to the increase in working capital determined by the use of resources to strengthen the warehouse and by the increase in customer receivables.

The **backlog¹** amounts to **166 million Euro**, in line with December 31st 2024; the **soft backlog²** is equal to **206 million Euro**.

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About OMER

OMER S.p.A., founded in Palermo in 1990 as a manufacturer of components for road vehicles, in 1993 began operating in the sector of components and interior furnishings for railway vehicles. Today OMER is an important international operator in the design and production of railway components with a high engineering, design and innovative content, intended for the preparation of high-speed, regional and underground trains. The Company is positioned as a partner of the manufacturers of railway trains, which receive their orders from railway transport operators. The Group is recognized by the main manufacturers of rolling stock and is specialized in the design and production of railway interiors, i.e. internal coatings intended for all areas of the vehicle, of cabins for sanitary modules (so-called toilet module cabins), as well as of the external components of the carriage, such as fairings and doors. The Group's commitment is also made clear by an ESG (Environmental, Social, Governance) profile. The Issuer's products are in fact intended for a sector which cares for the environmental impact such as the railway sector. In this regard, the prevalent use of aluminium inside the trains is oriented towards high recyclability. For more information visit our website: www.omerspa.com

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¹ The value of the backlog is equal to the residual value of the not already completed contractual orders, calculated as the quantities still to be delivered multiplied by the unit order price on a given date.

² The soft backlog is equal to the value of the options contractualized in the framework agreements, exercisable by customers, and not yet exercised at a given date.